

VII. MITIGATION MEASURES

COMMUNITY IMPACTS

Both Alternative 1 and Alternative 2 require acquisition of property. The extent of the acquisition may cause displacement of some business operations. Relocation assistance will be provided to these businesses in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and subsequent amendments. Compensation for any acquired property or lost parking spaces shall be in accordance with appraised fair market value and determination of just compensation as required by law.

Alternative 2 would risk displacing a relatively large source of property and tenant occupancy taxes (two motels) as well as several jobs in the hotel industry. There is a relative scarcity of appropriate sites for the relocation of the Harbor Inn.

The ability of personnel and equipment to travel between Fire Station 43 (Harbor and Industrial Boulevards) and points north along Harbor Boulevard should be maintained throughout the construction of either of the build alternatives. Traffic control plans developed for this project should make provisions for this community need.

HAZARDOUS WASTE

If contamination is discovered prior to construction, Caltrans will attempt to have the property owner mitigate the contamination prior to acquisition. If that is not possible, mitigation may be performed either prior to or during construction, depending on the nature and extent of the contamination. If hazardous waste is discovered during construction, work by the contractor in the area of the contamination will stop and a qualified hazardous waste consultant will be brought in to evaluate and mitigate the contamination.

There is a potential for petroleum hydrocarbon contamination and other chemicals associated with petroleum fuels as well as underground fuel storage tanks. However, this cannot be determined until a Preliminary Site Assessment is conducted for 1) facilities with a moderate to high risk of impacting the project; 2) facilities where partial or complete acquisition is anticipated; and 3) areas where construction and trenching activities require soil excavation and/or groundwater dewatering. There is also the potential for asbestos containing building materials and/or lead-based paint on the existing Harbor Boulevard overpass structure and on transite water pipe. If review of the as-built plans or testing reveals the presence of asbestos on the existing Harbor Blvd. Overcrossing and will be disturbed by the planned construction, then asbestos will be removed and properly disposed by a qualified contractor either prior to or during construction.

NOISE

As stated in the Caltrans Noise Protocol, noise abatement is considered where noise impacts are predicted, where frequent human use occurs, and where a lowered noise level would be of benefit. As a matter of practice, abatement is only considered for places where people are exposed to highway noise for at least 1 hour on a regular basis. Potential noise abatement measures identified in the Protocol include:

- Avoiding the project impact by using design alternatives, such as altering the horizontal and vertical alignment of the project;
- Constructing noise barriers;
- Acquiring property to serve as a buffer zone;
- Using traffic management measures to regulate types of vehicles and speeds; and
- Acoustically insulating public use or nonprofit institutional structures.

Based on the configuration and location of the proposed project, soundwall abatement is the primary form of noise abatement that is being proposed. According to the Protocol, noise abatement at commercial uses is normally not considered reasonable. This is particularly true if there are no outdoor areas with frequent human use and no areas where a lowered noise level would be beneficial. The outdoor areas of the commercial uses in the area are primarily parking lots where human use is transient and a lowered noise level would be of little or no benefit. Accordingly, noise abatement for commercial use areas and other parking lot areas is not considered further. In this case, the sole exception is the southwest quadrant where the two motels are located. Noise abatement, if feasible, can be provided if agreed to by the owners.

According to the Protocol, a determination as to whether to construct a soundwall, where to construct it and the length and height is made based on *feasibility* and *reasonableness*. To determine feasibility, a minimum of 5-dBA noise reduction must be achieved at the receivers. Greater noise reduction is encouraged if it can be reasonably achieved.

Reasonableness is determined by considering several factors including but not necessarily limited to the following:

- Cost
- Absolute noise levels
- Noise abatement benefits
- Date of development along the highway
- Opinions of impacted residents

Based on these considerations sound walls are being recommended at two locations if Alternative 1 is chosen:

1. A 375 m extension in the northeast quadrant (along the auxiliary lane) at a height of either 14' or 16'. This wall would extend the existing soundwall and would mitigate noise for a group of residences. Final location and length to be determined at design stage.
2. A new 375 m wall in the southwest quadrant (adjacent to Harbor Inn and Motel 6) at a height of 14' to 16'. At this height, the wall will provide a 5 to 8 decibel reduction for the second story rooms facing the highway and break the line of sight of truck exhaust stacks from the second story windows.

Alternative 2 would remove a portion of Motel 6 and the entire Harbor Inn so it appears that soundwall number 1 would be the only one proposed. Soundwall No. 2 would not be needed under Alternative 2.

The effects of construction noise are discussed in the noise study report. The report concludes that no adverse noise impacts from construction are anticipated to occur because construction would be conducted in accordance with Caltrans standard specification and would be short-term, intermittent, and dominated by local traffic noise. The report further states that the following measures would minimize temporary construction noise impacts:

- All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
- As directed by the Caltrans, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

VISUAL IMPACTS

Caltrans Office of Landscape Architecture is preparing a Landscape Plan for this project. A variety of native and non-native plants will be included in the plan. At design stage, the Office of Landscape Architecture will provide suggestions for seeding disturbed areas to help in erosion control. At this stage also, this office will assist the design team in developing plans and specifications necessary for compliance with National Pollution Discharge Elimination System and with Storm Water Quality Standards.

Any new sound walls shall be visually compatible with those used in the vicinity of the project.